

# FIVE YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM



## HIGHWAYS & AIRPORTS FISCAL YEARS 2004 - 2008



<http://tpd.dot.state.az.us/pps/azpps.asp>

The Five-Year Construction Program is a budget of what Arizona expects to receive in funds from various sources and how it proposes to spend them project by project.

Each year the program is evaluated and updated through a comprehensive review process. Public hearings are held to help determine the final program. All citizens are invited to attend the hearings and present any questions or comments on the program to the State Transportation Board.

Our highways and airport construction programs will result in a better quality of life for all citizens. The improvements in this document will help us face the challenges and the growth that tomorrow will bring.

## Arizona Department of Transportation

**Victor M. Mendez**  
*Director*

**Debra Brisk**  
*Deputy Director*

**Bill Higgins**  
*Acting State Engineer*

**Dale Buskirk**  
*Transportation Planning Division*

**Gary Adams**  
*Aeronautics Division*

**Stacey Stanton**  
*Motor Vehicle Division*

**Administrative Headquarters**  
**206 S 17<sup>th</sup> Ave**  
**Phoenix, Arizona**  
**85007**



<http://tpd.dot.state.az.us/pps/azpps.asp>

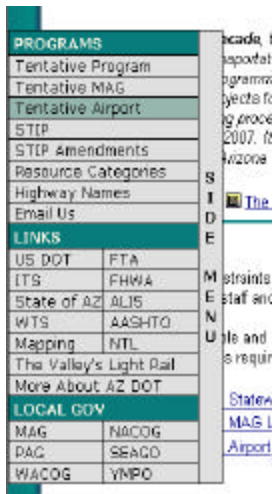


## Priority Programming Web Site

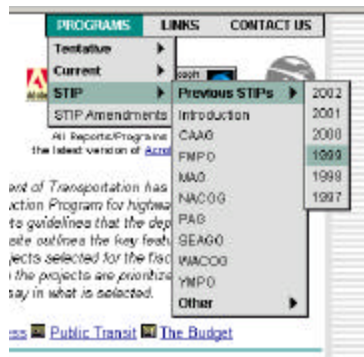
<http://tpd.dot.state.az.us/pps/azpps.asp>

### Navigating the site...

Two menus are available on the site to access reports/programs, sites and links.



The grey **SIDE MENU** (glides on top of the web sites border and moves as you scroll through out the site) will “pop” out when moving the mouse pointer over it and offers clickable links to various reports/programs, various local government agencies and other transportation related sites.

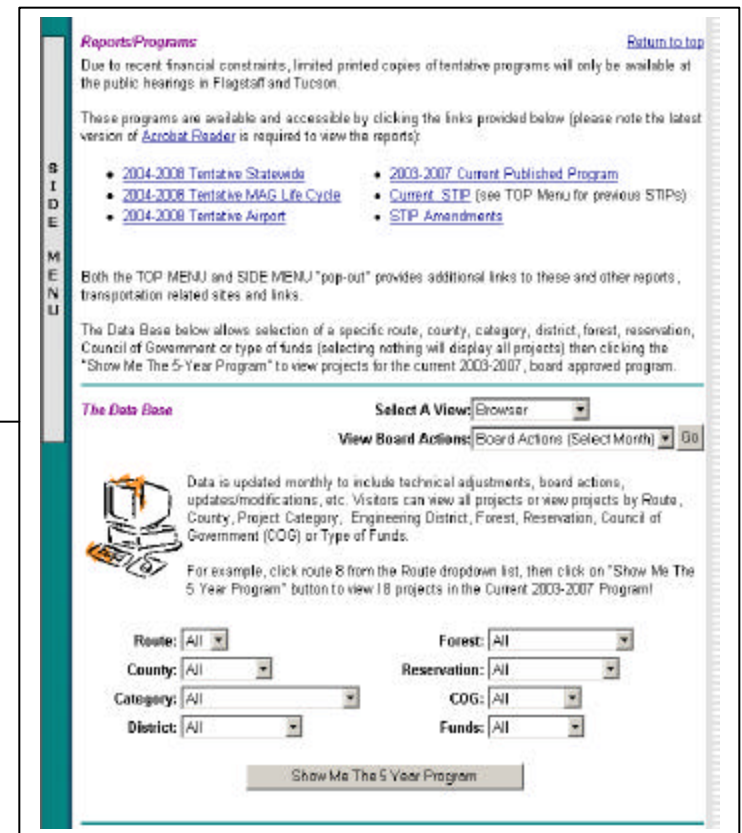


The **TOP MENU** offers all the same reports/programs and more; for example, it offers Previous STIPs back to 1997. It additionally breaks out Programs into sections, making it easier and more manageable to select a specific area of interest to download for printing.

A section called **Reports/Programs** is also available that offers clickable links to the published Current Five Year Construction Program, the current STIP, STIP Amendments, etc.

Another section called **The Data Base** allows selection of a specific route, county, category, district, forest, reservation, Council of Government or type of funds (selecting nothing will display all projects) then clicking the “Show Me The 5-Year Program” to view projects for the current 2003-2007, board approved program.

Other sections define how the Arizona Department of Transportation develops the Five-Year Transportation Facilities Construction Program under the “Priority Programming Law”. The law sets guidelines that the department follows in prioritizing projects for the program. This site outlines the key features of the programming process and identifies projects selected for the fiscal years 2004 through 2008. It will help explain how the projects are prioritized and how Arizona citizens can have a say in what is selected.





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# Glossary of Terms

<i>COUNTY</i>		<i>Phase Of Work</i>		<i>Funding Sources</i>		<i>Other General Terms</i>	
<b>AP</b>	Apache	<b>C</b>	CONSTRUCTION	<b>AC</b>	Advanced Construction	<b>AC</b>	ASPHALTIC CONCRETE
<b>CH</b>	Cochise	<b>D</b>	DESIGN	<b>BIP</b>	Border Infrastructure Program	<b>ACFC</b>	ASPHALTIC CONCRETE FINISHING COURSE
<b>CN</b>	Coconino	<b>G</b>	GEOTECHNICAL	<b>BR</b>	Bridge Replacement	<b>ACSC</b>	ASPHALTIC CONCRETE SURFACE COURSE
<b>GI</b>	Gila	<b>L</b>	LOCATION/STUDY	<b>CBI</b>	Coordinated Border Infr & Saf	<b>APPR</b>	APPROACHES
<b>GH</b>	Graham	<b>R</b>	RIGHT-OF-WAY	<b>CM</b>	Congestion Mitigation	<b>AR</b>	ASPHALTIC RUBBER
<b>GE</b>	Greenlee	<b>T</b>	PLAN/RESEARCH	<b>DBE</b>	Training & DisAdv. Busi. Empl.	<b>AR/RE</b>	ASPHALTIC RUBBER/OR RECYCLE
<b>LA</b>	La Paz	<b>X</b>	NON-CONSTRUCTION	<b>ER</b>	Emergency	<b>ASP</b>	ARIZONA STATE PARK
<b>MA</b>	Maricopa			<b>FLH</b>	Forest Land Highway	<b>AVE</b>	AVENUE
<b>MO</b>	Mohave			<b>GVT</b>	Local Government	<b>BLVD</b>	BOULEVARD
<b>NA</b>	Navajo			<b>HES</b>	Safety	<b>CD</b>	COLLECTOR DISTRIBUTOR
<b>PM</b>	Pima			<b>HPP</b>	TEA 21 High Priority Project	<b>EB</b>	EASTBOUND
<b>PN</b>	Pinal			<b>IM</b>	Interstate Maintenance	<b>FC</b>	FINISHING COURSE
<b>SC</b>	Santa Cruz			<b>ITS</b>	Intelligent Transportation System	<b>FMS</b>	FREEWAY MANAGEMENT SYSTEM
<b>YV</b>	Yavapai			<b>MAG 12.6%</b>	State HURF	<b>HURF</b>	HIGHWAY USER REVENUE FUND
<b>YU</b>	Yuma			<b>MAG 2.6%</b>	State HURF	<b>IGA</b>	INTERGOVERNMENTAL AGREEMENT
<b>SW</b>	Statewide			<b>MAG/CM</b>	Congestion Mitigation	<b>MAG</b>	MARICOPA ASSOCIATION OF GOVERNMENTS
				<b>MAG/STP</b>	Surface Transportation Program	<b>MP</b>	MILEPOST
				<b>MCS</b>	Motor Carrier Safety Assistance Fund	<b>OP</b>	OVERPASS
				<b>NH</b>	National Highway System	<b>PAG</b>	PIMA ASSOCIATION OF GOVERNMENTS
				<b>NRT</b>	National Recreational Trails	<b>PCCP</b>	PORTLAND CEMENT CONCRETE PAVING
				<b>PAG 12.5%</b>	State HURF	<b>PE</b>	PRELIMINARY ENGINEERING
				<b>PAG 2.6%</b>	State HURF	<b>POE</b>	PORT-OF-ENTRY
				<b>PAG/STP</b>	Surface Transportation Program	<b>R/W</b>	RIGHT-OF-WAY
				<b>PLH</b>	Public Land Highway	<b>REHAB</b>	REHABILITATION
				<b>PRVT</b>	Private	<b>RPMS</b>	ROADSIDE PAVEMENT MARKERS
				<b>Q</b>	Advanced R-O-W Acquisition	<b>RT</b>	RIGHT
				<b>RARF</b>	Regional Area Road Fund	<b>RWIS</b>	REGIONAL WEATHER INFORMATION STATION
				<b>RR</b>	Rail-Highway Crossings	<b>SB</b>	SOUTHBOUND
				<b>SB</b>	Scenic Byway	<b>STRS</b>	STRUCTURES
				<b>SPR</b>	State Planning & Research	<b>SYS</b>	SYSTEM
				<b>STATE</b>	State	<b>TI</b>	TRAFFIC INTERCHANGE
				<b>STATE/FA</b>	State or Federal Aid	<b>TL</b>	TRAVEL LANE
				<b>STP</b>	Surface Transportation Program	<b>UP</b>	UNDERPASS
				<b>TEA</b>	Transportation Enhancements	<b>WB</b>	WESTBOUND

# *Transportation Board Districts*

## **DISTRICT 1**

**Dallas "Rusty" Gant, Member, (Term Expires 2006)**

1551 S Vulture Mine Rd, Wickenburg, AZ 85390

Phone Number: (928) 684-5484, Fax Number: (928) 684-9565

## **DISTRICT 1**

**Joe Lane, Member, (Term Expires 2008)**

7220 N 6th Way, Phoenix, AZ 85020

Phone Number: (602) 395-9030, Fax Number:

## **DISTRICT 2**

**S. L. Schorr, Member, (Term Expires 2009)**

560 S Via Guadalupe, Tucson, AZ 85716

Phone Number: (520) 629-4401, Fax Number: (520) 622-3088

## **DISTRICT 3**

**James W. Martin, Member, (Term Expires 2007)**

PO Box 430, Willcox, AZ 85644

Phone Number: (520) 384-3521, Fax Number: (520) 384-4783

## **DISTRICT 4**

**Ingo Radicke, Chairman, (Term Expires 2004)**

PO Box 69, Globe, AZ 85502

Phone Number: (928) 425-6280, Fax Number: (928) 425-5404

## **DISTRICT 5**

**Bill Jeffers, Vice Chairman, (Term Expires 2005)**

PO Box 715, Holbrook, AZ 86025

Phone Number: (928) 524-3619, Fax Number: (928) 524-1667

## **DISTRICT 6**

**Richard "Dick" Hileman, Member, (Term Expires 2006)**

3791 Colt Drive, Lake Havasu, AZ 86404

Phone Number: (928) 855-6936, Fax Number: (928) 855-4187

*The Transportation Board District Map, in addition to other maps, are available at the following web address:*

*<http://tpd.az.gov/gis/maps/index.html>*

*Interactive Maps are available at the following web address:*

*<http://tpd.dot.state.az.us/website/mapping.htm>*

# *Engineering Districts*

## **DISTRICT F (FLAGSTAFF), JOHN HARPER**

1801 S MILTON RD, FLAGSTAFF, AZ 86001

Phone Number: (928)779-7547, Fax Number: (928)779-5905

## **DISTRICT G (GLOBE), RICK POWERS**

PO BOX 2717, GLOBE, AZ 85502

Phone Number: (928)425-7638, Fax Number: (928)425-0468

## **DISTRICT H (HOLBROOK), JEFF SWAN**

2407 E NAVAJO BLVD, HOLBROOK, AZ 86025

Phone Number: (928)524-6801, Fax Number: (928)524-1921

## **DISTRICT K (KINGMAN), SAM ELTERS**

3660 E ANDY DEVINE, KINGMAN, AZ 86401

Phone Number: (928)681-6010, Fax Number: (928)757-1269

## **DISTRICT E (PHOENIX), PERRY POWELL**

1309 N 22ND AVE, PHOENIX, AZ 85009

Phone Number: (602)712-8965, Fax Number: (602)712-3116

## **DISTRICT M (PHOENIX), JOHN HAUSKINS**

2140 HILTON AVE, PHOENIX, AZ 85009

Phone Number: (602)712-6664, Fax Number: (602)712-6983

## **DISTRICT P (PRESCOTT), TOM FOSTER**

1109 COMMERCE DR, PRESCOTT, AZ 86305

Phone Number: (928)777-5860, Fax Number: (928)771-0058

## **DISTRICT S (SAFFORD), RON CASPER**

2082 E HWY 70, SAFFORD, AZ 85546

Phone Number: (928)428-5470, Fax Number: (928)428-7523

## **DISTRICT T (TUCSON), DENNIS ALVAREZ**

1221 S 2ND AVE, TUCSON, AZ 85713

Phone Number: (520)620-5412, Fax Number: (520)628-5387

## **DISTRICT Y (YUMA), BILL ALFIER**

2243 E GILA RIDGE RD, YUMA, AZ 85365

Phone Number: (928)317-2100, Fax Number: (928)317-2107

*The Engineering District Map, in addition to other maps, are available at the following web address:*

*<http://tpd.az.gov/gis/maps/index.html>*

*Interactive Maps are available at the following web address:*

*<http://tpd.dot.state.az.us/website/mapping.htm>*

## *State Highway System*

*The State Highway System Map, in addition to other maps, are available at the following web address:*

*<http://tpd.az.gov/gis/maps/index.html>*

*Interactive Maps are available at the following web address:*

*<http://tpd.dot.state.az.us/website/mapping.htm>*



# ***Priority Programming Process***

*For over a decade, the Arizona Department of Transportation has developed a **Five-Year Transportation Facilities Construction Program** for highways and airports under the “Priority Programming Law”. The law sets guidelines that the department follows in prioritizing projects for the program. This publication outlines the key features of the programming process and identifies the projects selected for the fiscal years 2004 through 2008. It will help explain how the projects are prioritized and how Arizona citizens can have a say in what is selected.*





## **The Goals**








### **Meet the Citizens Transportation Needs**

The primary goal at ADOT is to provide a transportation system; together with the means of revenue collection, licensing and safety program, which meet the needs of the citizens of Arizona.

### **Meet Transportation Needs of the Citizens**

The “Priority Programming Law” in Arizona Revised Statutes (A.R.S. 28-6951) establishes a process and guidelines used by the State Transportation Board in prioritizing road improvements and projects. This law is designed to establish a program that is responsive to citizens’ needs throughout the state while remaining secure from special interest pressure. The types of criteria considered in preparing the program include:

-  Safety factors
-  User benefits
-  Continuity of improvements
-  Social Factors

-  Land use
-  Aesthetic factors
-  Conservation factors
-  Life expectancy
-  Recreational factors
-  Availability of state and federal funds
-  Other relevant criteria

## **The Means**

### **Five-Year Transportation Facilities Construction Program**

ADOT’s efforts to construct Arizona’s transportation facilities are focused on the Five-Year Transportation Facilities Construction Program. The program is updated annually and must be adopted by the State Transportation Board by June 30<sup>th</sup> of each year. Highways and airports are covered separately.

# *Priority Programming Process*




## **The Process**

### **Board Sets Guiding Policies**

The statutory power to prioritize individual airport and highway projects is placed on the State Transportation Board, a seven-member panel appointed by the governor. Members of the panel serve six-year terms and represent different geographical regions of the state. This panel not only presides over the establishment of priorities, but also awards all highway contracts.

A committee appointed by the ADOT director assists the Transportation Board in setting priorities. The committee, known as the Priority Planning Committee, consists of the deputy director as chairperson, representatives from the Intermodal, Operations, Aeronautics, Motor Vehicle and Administrative Service Divisions. They are guided by a number of policies that are established by the board. The current policies address the following commitments:

-  To the state highway system
-  To take full advantage of federal-aid
-  To value engineering
-  Program categories
-  Criteria for prioritizing projects
-  Joint sponsorship criteria
-  Interstate funding
-  Controlled access systems
-  Transportation systems management

-  Non-interstate system rest areas
-  Non-interstate system landscaping
-  Interstate system rest areas

Board policies are reviewed periodically and updated as needed to meet ever-changing transportation needs. A summary of the board policies is available from the ADOT Transportation Planning Division.

### **Highway Projects Identified**

The highway construction program is a product of input from citizens, local governments, planning organizations, chambers of commerce, the business community and ADOT professionals. All of these parties are involved with our transportation system in one way or another.

The ADOT planners and engineers rely on a number of technical measures to identify highway needs. These measures include the ADOT pavement management system, accident studies, route corridor studies and the State Highway Plan.

Highway improvement needs identified through public input and technical studies typically far exceed the revenues available over the Five-Year Construction Program. This leads to the next and most difficult phase of the programming process; prioritizing highway improvement needs.

# ***Priority Programming Process***

## **Highway Projects Prioritized**

There are many different ways to prioritize a project. One key criteria used by ADOT to prioritize projects on existing highways is a technical measure called the sufficiency rating system. This system is an objective tool that incorporates a number of roadway characteristics, including pavement conditions, accidents and traffic volumes.

Other criteria are also used to prioritize projects. Among these are the significance of the route, route continuity, cost effectiveness measured by the project cost per motorist served and recommendations of our experts in the field; the district engineers.

Criteria are considered in the ranking of candidate projects for each program category. The highest ranked projects are then considered for inclusion in the construction program to the extent that funding is available.

For projects already in the program, necessary engineering resources are allocated to meet target construction dates. However, unanticipated problem areas or events outside the department's control may require program adjustments. These changes are made on the basis of revised estimates of project development time.

The MAG Freeway System project priorities are established through a two-step process. First the MAG Regional Council established and approved the system priorities by route segment in 1986 and updated them in 1990. The second step establishes priorities for specific projects. In setting these priorities, ADOT is guided by the system priorities established in step one. Other criteria include traffic volume, system connectivity and cost per lane-mile.

The Maricopa County section of this report contains a life-cycle program for construction of the controlled-access system in Maricopa County (MAG Proposition 300 Freeways). The concept of a life-cycle program refers to a

Programming approach, which includes not only the usual five-year programming period, but also recognized the need to allocate funds through the full life of major funding sources. As a result, the MAG Life-Cycle Freeways Program covers the full period of the Maricopa County one-half cent transportation excise tax and extends through the fiscal year 2005-2006.

## **Public Transit**

### **Existing Programs**

For over a decade, ADOT has had two primary transit grant programs. Both are 100 percent federally funded to date, administered by the Transit Branch of the Transportation Planning Division and nationally administered by the Federal Transit Administration (FTA). Aimed primarily at rural and special needs transportation providers, these are the Rural Public Transportation Program or Section 5311 (49 USC & 5311) and the Elderly and Persons with Disabilities Transportation Program or Section 5310 (49 USC & 5310). In earlier years these programs were known as Sections 18 and 16 or 16b2, respectively.

The Rural or 5311 Program provides up to \$1.8 million annually in federal capital and operating assistance. The EPD or 5310 Program provides nearly \$1 million annually in capital assistance only, typically in the procurement of rolling stock (e.g., wheelchair lift-equipped and non-lift vans).

## ***Priority Programming Process***

Both programs are competitive-application based, with the 5311 Program's applicants being primarily public agencies such as cities, towns and counties. Currently, 14 such public entities participate in the Rural 5311 Program.

The 5310 Program has over 100 contractors in the field, most of them private non-profit (PNP) agencies or groups. There are also some agencies where no PNPs exist to provide the service. At any given time these recipient providers represent over 125 vehicles on ADOT lien (for a "useful life") of four years or 100,000 miles. Examples of Section 5310 providers are senior centers and programs for the physically, mentally (including seriously mental ill or SMI) and developmentally disabled (DD) populations. Annually, ADOT is able to award from 20 to 30 vehicles.

Successful applications for both of these grant programs are adjudicated through an application evaluation and screening process, which includes ADOT and non-ADOT transportation professionals.

The 5310 Program utilizes the assistance of the COG planning offices and MPO social service planners to screen regional applicants. ADOT then makes the final decision regarding awards based on this input and available budget. Reviewers of both programs look at the proposals from the perspective of a number of evaluation factors including expressed need for service and/or equipment, population served, financial capability to support funding, existing fleet inventories and previous performance.

The annual grant cycle for Sections 5310 and 5311 programs typically occurs from January of one calendar year through April of the following year when vehicle deliveries are finalized (5310) and new applications for operating (5311) or capital (5310 and 5311) funds are received. Funding availability is based on the federal fiscal year starting in October of each year. Capital procurement for 5311 occurs at the local level with ADOT oversight.

To date all Section 5310 rolling stock has been purchased centrally through ADOT's Procurement Office or the State Procurement Office (SPO), with guidance from ADOT's Transportation Planning Division Transit Team.

### **New Programs**

In 1997, via the Priority Programming process, an additional \$1.5 million in STP "Flex Funds" was programmed for ADOT's special needs transit programs for utilization in the rural areas of the state.

In 1998 this programmed funding was brought forward from year five to year two of the current cycle, thereby initiating flow of funds later in calendar year 1999. Through the above grant programs and ADOT's Public Transportation Management System (PTMS), needs are identified for new or replacement rolling stock for this additional funding. The PTMS is a vehicle inventory database, which assesses a variety of factors including previous Sections 5310 and 5311 recipients' vehicle age, condition and mileage to determine fleet replacement status. All public transit systems in Arizona, regardless of whether they were/are ADOT/FTA funded, report to the PTMS. For ADOT's funded systems, local applicant fleet data is collected at the time of the proposal submittal to the department. Both FTA and non-FTA funded vehicles are included in these inventories.

# ***Priority Programming Process***

## **House Bill 2565**

The PTMS process is expected to also be of benefit in the assessment of other potential transit funding programs, including implementation of House Bill 2565, known as LTAF II. This legislation was signed into law by Governor Jane Dee Hull in 1998 to provide additional transportation funds for local governments and an added incentive to promote local transit investment.

In Maricopa County, incorporated communities over 50,000 populations are required to use these General Fund and Powerball-based funds for transit. Elsewhere within the state such use is voluntary. In rural areas it is anticipated that a significant portion of the LTAF II funds committed to transit are utilized by local 5311 providers as well as 5310 Program participants where jurisdictions are successfully approached provide such support.

Following Priority Programming deliberations within the department, the State Transportation Board has provided an additional \$5 million in flexible funding as an added state contribution for those cities, towns and counties which utilize House Bill 2565 for transit purposes. Again, 5311 providers will be the primary beneficiaries in rural areas.

ADOT's TPD/Transit and Financial Management Services co-administer disbursement of these funds and will be the primary offices involved in distribution of any added match funds. LTAF II funding is based on the State Fiscal Year.

## **Other Transit Funding**

In addition to the above formula grant programs, ADOT TPD/Transit is also responsible for reviewing and forwarding local and regional applications (outside Maricopa and Pima counties) for new federal Access-to-Jobs grant funding. Local applicants are responsible for actual grant submittal to the Federal Transit Administration. This program was initiated in December 1998, by the FTA in order to provide transportation solutions in response to new federal and state mandated Access-to-Jobs and related welfare-to-work initiatives emanating from recent welfare reforms. Up to \$150 million nationwide is available annually over the course of TEA-21. The FTA funding distribution is entirely discretionary. Typical caps for local and regional applications are \$150,000 each, with urban areas not to exceed \$1 million.

FTA Section 5309 funds for small urban transit systems are funded through ADOT oversight. Currently FMPO and YMPO participate.

In Arizona, the Maricopa and Pima county regions application and federal submittal process is administered by MAG and PAG respectively with only peripheral advisory ADOT involvement.



# ***Priority Programming Process***

## **Aviation Needs Identified**

Aviation needs are identified in a fashion similar to the highway process. There are however a number of factors and technical measures that are unique to aviation planning efforts. With the exception of the Grand Canyon National Park Airport, airport facilities are not owned and operated by ADOT. As a result, heavy reliance is placed on the airport managers throughout the state to identify needed airport improvements. Projects are often drawn from master plans prepared for individual airports and from the National Airport System Plan.







The ADOT Aeronautic Division assists the various airports in identifying needs through the development of a State Aviation Needs Study, the Regional Airport Systems Plans and special aviation studies that may be conducted during the planning period. In addition, ADOT maintains an airport priority rating system that draws from an extensive database of airport conditions.

Airport needs sometimes exceed available revenues, making it essential to prioritize projects.

## **Aviation Needs Prioritized**

Aviation needs are prioritized based on the Airport Priority System. Included in this system are ADOT board policies, importance of the project to the airport, importance of the airport to the citizens and provisions from the priority programming law (A.R.S. 28-6951).

The airport project rating system is a weighed scale. Points are awarded according to the following factors:

-  Project is on main runway
-  New construction
-  Number of aircraft on wait list
-  Annual passengers enplaned for scheduled air service
-  Annual aircraft operations
-  Annual aircraft operations to capacity ratio

The total points awarded to each airport are used to rank all project requests. The highest ranked projects are then considered according to funding availability.

# ***Priority Programming Process***

## **Tentative Program is presented to the Board**

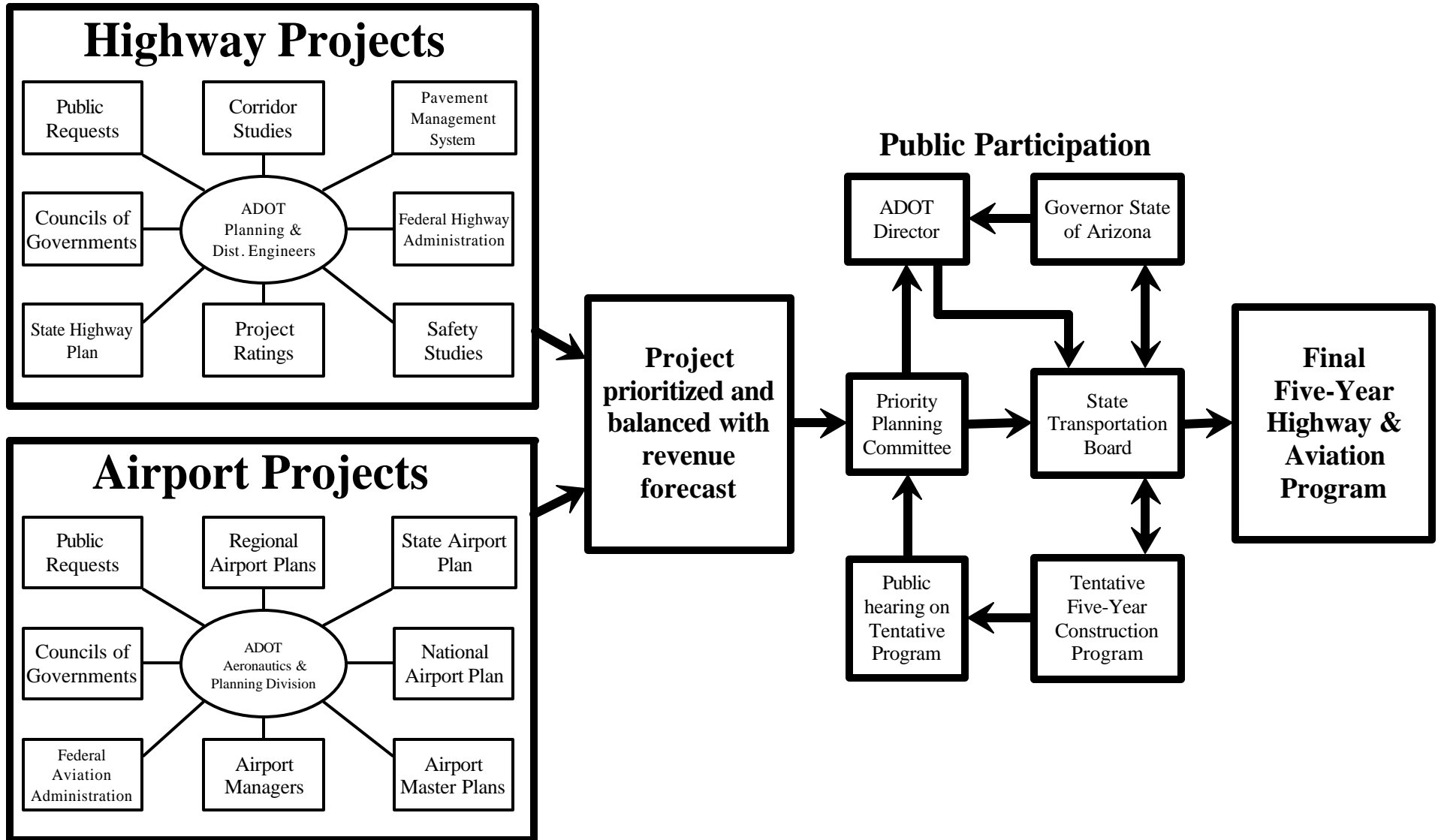
Once all highway and airport project requests have been prioritized and matched with available funding, the Priority Programming Committee presents a tentative update of the Five-Year Program to the State Transportation Board. The board authorized release of the Tentative Program for review by the public.

## **Public Hearings on Your Views**

After release by the board, the Tentative Program is distributed widely throughout the state to local elected officials, transportation agencies and other interested parties. Public Hearings are then conducted to obtain input from anyone who wishes to comment on the program.

Historically, only one public hearing on the program was held each year in Phoenix. In an effort to gain wider participation and make it more convenient for the citizens of Arizona to convey their comments to the board, hearings are now scheduled in other areas of the state. Hearing locations are established in January of each year when the Transportation Board sets its annual meeting schedule. In addition, written comments are accepted and all comments, written or verbal, are considered before the program is adopted in final form.

## *Priority Programming Process*






## *Priority Programming Process*

### **The Budget**

#### **Highway Funds**

Primary funding sources for the Five-Year Highway Construction Program are derived from federal highway trust funds, transportation excise tax monies and state highway user revenues. Bond proceeds are used as needed to attain a balance between critical construction requirements and revenue availability. Funding for the FY 2004-2008 Five-Year Highway Construction Program totals \$3.9 billion.

The programming of both state and federal monies is guided by numerous stipulations regarding the use of monies. The end result is a categorization of projects by program funding. The major categories are:

-  New construction and reconstruction
-  Pavement preservation
-  Other (includes safety, research, mapping, minor projects)

Over the five-year program period, the Maricopa County urban freeway system will receive nearly \$972 million of the expected funds. The primary source of this program is the transportation excise tax assessed by voters in Maricopa County. Another portion of this program will be financed by 15% controlled access funds and federal funds dedicated to the MAG area.

### **Highway Program FY 2004-2008**

*(In millions of dollars)*

<b>System Preservation</b>	<b>\$744</b>
<b>System Improvements</b>	<b>\$1,877</b>
<b>System Management</b>	<b>\$350</b>
<hr/>	
<b>Total Statewide Program</b>	<b>\$2,971</b>
 <b>MAG Freeway System</b>	 <b>\$972</b>
<hr/>	
<b>Total Highway Program</b>	<b>\$3,943</b>

# *Priority Programming Process*

## **Aviation Funds**

The Five-Year Aviation Program totals \$609.4 million. Federal, state and local funds are the primary sources for financing airport construction projects. Federal monies are derived mainly from taxes on airline tickets and are distributed by the Federal Aviation Administration to local airports through the National Airport Improvement Act. State funds come mainly from flight properly tax, lieu taxes on aircraft and aviation fuel taxes.

Federal grant monies will finance \$481.0 million of the program while the state share is around \$62.0 million. Local sponsors contribute another \$23.6 million.

### **State Share of the Airport Development Program FY 2004-2008**

*(In millions of dollars)*

<b>Commercial and Reliever Airports</b>	<b>\$68.2</b>
<b>Public Airports</b>	<b>\$11.7</b>
<b>Total Airport Program</b>	<b>\$79.9</b>

## **The Schedule**

A.R.S. 6952 and 6953 identifies a number of statutory deadlines that must be met. The statutory dates are:

On or before the first Monday in May, publish a public hearing notice.

On or before the third Monday in May, a public hearing will be held.

On or before the first Monday in August, publish a public document summarizing the Five-Year Program.

To meet these required deadlines, work on the program update must begin in the late summer or early fall of each year. The following chart identifies a typical schedule for the program update.

## **Questions or Comments**

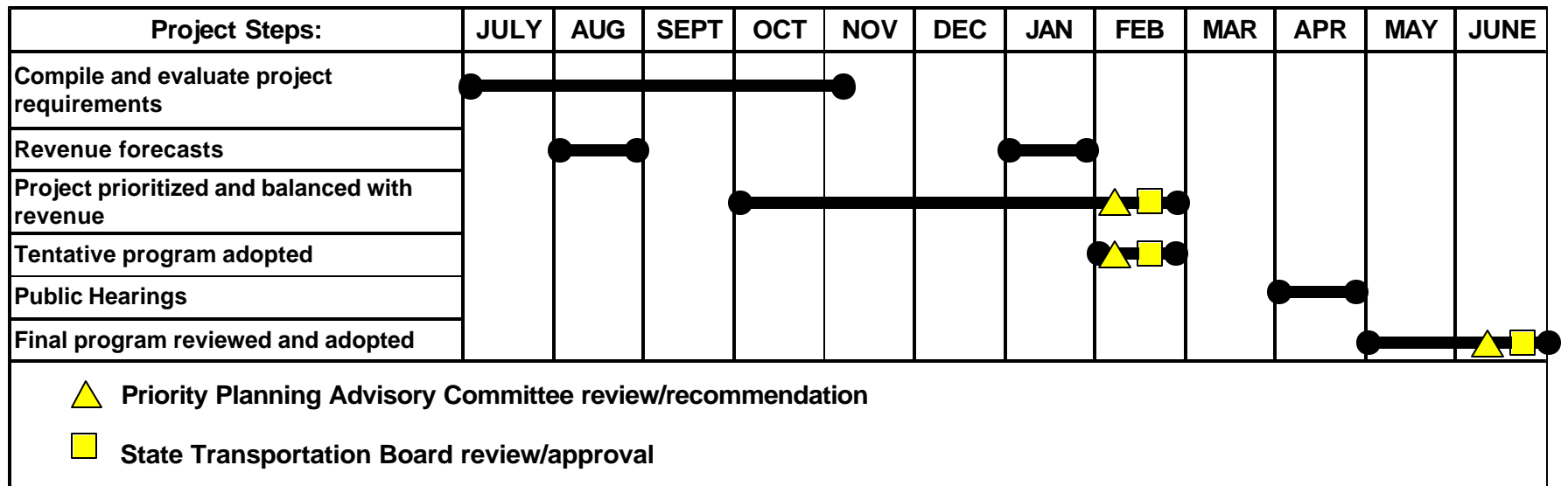
If you have any questions about how you can become involved in the ADOT Priority Programming Process, write or call:

Dale Buskirk, Director  
Transportation Planning Division  
206 S 17<sup>th</sup> Ave  
Phoenix, AZ 85007  
[DBuskirk@dot.state.az.us](mailto:DBuskirk@dot.state.az.us)  
Phone (602) 712-7431

Gary Adams, Director  
Aeronautics Division  
255 E Osborn Rd, Suite 101  
Phoenix, AZ 85012  
[GAdams@dot.state.az.us](mailto:GAdams@dot.state.az.us)  
(602) 294-9144



## *Priority Programming Process*



## *To Locate a Project*

## *Summary of Dollars by County* *(Dollars in Thousands)*

	<i><b>FY 2004</b></i>	<i><b>FY 2005</b></i>	<i><b>FY 2006</b></i>	<i><b>FY 2007</b></i>	<i><b>FY 2008</b></i>	<i><b>Total</b></i>
<b>Apache County</b>	\$3,743	\$23,814	\$600	\$12,000	\$6,000	\$46,157
<b>Cochise County</b>	\$18,176	\$18,630	\$3,800	\$14,542		\$55,148
<b>Coconino County</b>	\$32,607	\$29,332	\$12,465	\$7,335	\$4,400	\$86,139
<b>Gila County</b>	\$50,800	\$19,326	\$5,775		\$21,700	\$97,601
<b>Graham County</b>	\$7,576	\$475	\$1,000		\$6,900	\$15,951
<b>Greenlee County</b>	\$6,889	\$13,809	\$1,700			\$22,398
<b>La Paz County</b>	\$4,019	\$9,261		\$200		\$13,480
<b>Maricopa County</b>	\$568,457	\$474,913	\$360,690	\$244,462	\$173,643	\$1,822,165
<b>Mohave County</b>	\$40,122	\$44,604	\$2,750	\$5,250	\$12,500	\$105,226
<b>Navajo County</b>	\$19,520	\$26,304	\$13,262	\$200	\$1,800	\$61,086
<b>Pima County</b>	\$46,161	\$25,533	\$153,400	\$17,095	\$75,302	\$317,491
<b>Pinal County</b>	\$18,916		\$30,000	\$300	\$26,800	\$76,016
<b>Santa Cruz County</b>	\$6,659	\$1,194	\$700			\$8,553
<b>Yavapai County</b>	\$12,832	\$42,062	\$9,635	\$28,575	\$23,080	\$116,184
<b>Yuma County</b>	\$30,515	\$2,250	\$34,850		\$4,000	\$71,615
<b>SubProgram</b>	\$135,416	\$156,069	\$232,278	\$249,403	\$255,444	\$1,028,610
	<b>\$1,002,408</b>	<b>\$887,576</b>	<b>\$862,905</b>	<b>\$579,362</b>	<b>\$611,569</b>	<b>\$3,943,820</b>

# Resource Allocation Categories

## 100 SYSTEM PRESERVATION

### 110 PAVEMENT PRESERVATION

- 111.00 STATEWIDE PAVEMENT PRESERVATION
- 112.00 STATEWIDE MINOR PAVEMENT PRESERVATION
- 113.00 PREVENTATIVE MAINTENANCE
- 114.00 MAG REGIONWIDE RUBBERIZED ASPHALT

### 120 BRIDGE PRESERVATION

- 121.00 EMERGENCY BRIDGE REPAIR
- 122.00 BRIDGE REPAIR
- 123.00 BRIDGE SCOUR PROTECTION
- 124.00 BRIDGE SEISMIC RETROFIT
- 125.00 BRIDGE REPLACEMENT & REHABILITATION
- 126.00 BRIDGE INSPECTION & INVENTORY

### 130 SAFETY PROGRAM

- 131.00 BLUNT END GUARDRAIL REPLACEMENT
- 132.00 HAZARD ELIMINATION PROGRAM
- 133.00 ROCKFALL CONTAINMENT
- 134.00 HIGHWAY RAIL CROSSINGS
- 135.00 GOVERNOR'S OFFICE OF HIGHWAY SAFETY

### 140 PUBLIC TRANSIT

- 141.00 ROLLING STOCK REPLACEMENT
- 142.00 PUBLIC TRANSIT FUNDS

### 150 ROADSIDE FACILITIES

- 151.00 REST AREA REHABILITATION
- 152.00 LANDSCAPING REHABILITATION
- 153.00 REST AREA PRESERVATION

### 160 OPERATIONAL FACILITIES

- 161.00 SIGNAL WAREHOUSE & RPMS
- 162.00 PORT OF ENTRY
- 163.00 MECHANICAL, HARDWARE, SOFTWARE REPLACEMENT
- 164.00 SIGN REHABILITATION
- 165.00 EMERGENCY REPAIR PROJECTS

## 200 SYSTEM MANAGEMENT

### 210 DEVELOPMENT SUPPORT

- 211.00 DESIGN SUPPORT
- 211.01 ENGINEERING TECHNICAL GROUP - STATEWIDE
- 211.02 ROADWAY GROUP - STATEWIDE
- 211.03 TRAFFIC GROUP - STATEWIDE
- 211.04 MATERIALS GROUP - STATEWIDE
- 211.05 PROJECT MANAGEMENT - STATEWIDE

- 211.06 SCOPING - STATEWIDE
- 211.07 STATEWIDE - DISTRICT MINOR PROJECTS
- 212.00 UTILITIES SUPPORT
- 212.01 UTILITY RELOCATION - STATEWIDE
- 213.00 RIGHT OF WAY SUPPORT
- 213.01 RW PLANS - STATEWIDE
- 214.00 ENVIRONMENTAL SUPPORT
- 214.01 HAZARDOUS MATERIAL - STATEWIDE
- 214.02 ENVIRONMENTAL - ARCHAEOLOGICAL
- 214.03 PUBLIC HEARINGS - STATEWIDE
- 214.04 ENVIRONMENTAL - STATEWIDE (ON-CALL)
- 214.05 ENVIRONMENTAL - STATEWIDE (ARCHAEOLOGICAL STUDIES)

- 215.00 PLANNING SUPPORT
- 215.01 STATEWIDE - MATCH FOR FEDERAL FUNDS
- 216.00 BRIDGE SUPPORT
- 217.00 CONTRACT AUDITING
- 218.00 PRIMAVERA SUPPORT

### 220 OPERATING SUPPORT

- 221.00 TRAINING
- 221.01 TRAINING, ITD TECHNICAL - STATEWIDE
- 221.02 TRAINING, NHI - STATEWIDE
- 222.00 WORK ZONE SAFETY
- 223.00 OUTDOOR ADVERTISING CONTROL
- 224.00 COMMUNITY RELATIONS SUPPORT
- 225.00 PRIVATIZATION SUPPORT
- 226.00 SIB CAPITALIZATION
- 227.00 RISK MANAGEMENT INDEMNIFICATION
- 228.00 PROFESSIONAL AND OUTSIDE SERVICES
- 229.00 PARTNERING SUPPORT

### 230 PROGRAM OPERATING CONTINGENCIES

- 231.00 DESIGN MODIFICATIONS CONTINGENCY
- 232.00 GENERAL CONTINGENCY
- 233.00 EMERGENCY PROJECTS CONTINGENCY
- 234.00 PROGRAM COST ADJUSTMENTS CONTINGENCY
- 235.00 RIGHT OF WAY ACQUISITION CONTINGENCY
- 236.00 FEDERAL TAX EVASION PROGRAM

## 300 SYSTEM IMPROVEMENTS

### 310 MINOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS

- 311.00 DISTRICT MINOR PROJECTS
- 312.00 TRAFFIC SIGNALS

- 313.00 DISTRICT FORCE ACCOUNT

### 320 ROADSIDE FACILITIES IMPROVEMENTS

- 321.00 STATE PARKS ROADS
- 322.00 NEW REST AREAS
- 323.00 NEW LANDSCAPING
- 324.00 SCENIC, HISTORIC & TOURIST SIGNS
- 325.00 STATEWIDE ENHANCEMENT PROJECTS
- 325.01 CONTINGENCY (ADOT PROJECTS OF OPPORTUNITY)
- 325.02 ENHANCEMENT PROJECTS - STATEWIDE
- 325.03 ENHANCEMENT PROJECTS - LOCAL GOVERNMENT
- 326.00 NATIONAL RECREATIONAL TRAILS
- 326.01 RECREATIONAL TRAILS PROGRAM - STATE PARK MATCH

### 330 MAJOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS

- 331.00 SPOT CAPACITY AND OPERATIONAL IMPROVEMENTS
  - 332.00 TRAFFIC INTERCHANGE PROGRAM
  - 333.00 CLIMBING/PASSING LANE PROGRAM
  - 334.00 ROUTE TURNBACK PROJECTS
  - 335.00 ITS PROGRAM
  - 335.01 RURAL ITS - STATEWIDE
  - 335.02 RURAL ITS - STATEWIDE (PRESERVATION)
- ### 340 CORRIDOR IMPROVEMENTS
- 341.00 RURAL CORRIDOR RECONSTRUCTION
  - 342.00 URBAN CORRIDOR RECONSTRUCTION
  - 342.01 PAG REGIONWIDE
  - 343.00 ACCESS CONTROL
  - 344.00 SAFETY MANAGEMENT SYSTEM
  - 345.00 FREEWAY SERVICE PATROLS
  - 346.00 PARK AND RIDE CONSTRUCTION/IMPROVEMENTS
- ### 350 TEA 21 HIGH PRIORITY PROJECTS

- 351.00 HOOVER DAM BRIDGE
- 352.00 RIO RICO FRONTAGE ROAD
- 353.00 VETERAN'S MEMORIAL OVERPASS
- 354.00 AREA SERVICE HIGHWAY

## *Resource Allocations* (Dollars in Thousands)

		<i>FY 2004</i>	<i>FY 2005</i>	<i>FY 2006</i>	<i>FY 2007</i>	<i>FY 2008</i>	<i>Total</i>
<i>SYSTEM PRESERVATION</i>	SAFETY PROGRAM	\$21,588	\$14,590	\$14,140	\$14,140	\$14,140	\$78,598
	ROADSIDE FACILITIES	\$850	\$3,000	\$1,000	\$1,600	\$1,600	\$8,050
	PUBLIC TRANSIT	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$32,500
	PAVEMENT PRESERVATION	\$80,945	\$107,783	\$86,200	\$99,000	\$100,000	\$473,928
	OPERATIONAL FACILITIES	\$10,354	\$8,855	\$6,800	\$6,800	\$11,800	\$44,609
	BRIDGE PRESERVATION	\$30,560	\$13,196	\$21,850	\$23,750	\$16,750	\$106,106
	<i>Summary Totals:</i>	<b>\$150,797</b>	<b>\$153,924</b>	<b>\$136,490</b>	<b>\$151,790</b>	<b>\$150,790</b>	<b>\$743,791</b>
<i>SYSTEM MANAGEMENT</i>	PROGRAM OPERATING CONTINGENCIES	\$21,544	\$17,175	\$17,175	\$16,800	\$16,800	\$89,494
	OPERATING SUPPORT	\$6,676	\$4,926	\$4,926	\$4,926	\$4,926	\$26,380
	DEVELOPMENT SUPPORT	\$56,492	\$50,292	\$48,292	\$47,092	\$47,092	\$249,260
	<i>Summary Totals:</i>	<b>\$84,712</b>	<b>\$72,393</b>	<b>\$70,393</b>	<b>\$68,818</b>	<b>\$68,818</b>	<b>\$365,134</b>
<i>SYSTEM IMPROVEMENTS</i>	TEA 21 HIGH PRIORITY PROJECTS					\$5,000	\$5,000
	ROADSIDE FACILITIES IMPROVEMENTS	\$36,248	\$25,003	\$16,710	\$30,612	\$9,386	\$117,959
	MINOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS	\$19,838	\$23,325	\$22,375	\$21,950	\$21,950	\$109,438
	MAJOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS	\$31,997	\$96,803	\$33,162	\$54,042	\$61,180	\$277,184
	CORRIDOR IMPROVEMENTS	\$678,816	\$516,128	\$583,775	\$252,150	\$294,445	\$2,325,314
	<i>Summary Totals:</i>	<b>\$766,899</b>	<b>\$661,259</b>	<b>\$656,022</b>	<b>\$358,754</b>	<b>\$391,961</b>	<b>\$2,834,895</b>
<i>Total Resource Allocations:</i>		<b>\$1,002,408</b>	<b>\$887,576</b>	<b>\$862,905</b>	<b>\$579,362</b>	<b>\$611,569</b>	<b>\$3,943,820</b>



## ***Fiscal Year 2006 Anticipated Pavement Preservation Projects***

<i><b>Route</b></i>	<i><b>BMP</b></i>	<i><b>Location</b></i>	<i><b>Length</b></i>	<i><b>Type Of Work</b></i>	<i><b>District</b></i>	<i><b>County</b></i>
8	72.00	AZTEC - COUNTY LINE	10.00	RR(4"TL,3"PL)+2"ARAC+ARFC	Y	Yuma
* 10	303.70	BENSON BYPASS	4.20	Mill 2" & (RR 4" TL, 3" PL) & ARFC	S	Cochise
* 17	215.60	DEER VALLEY - CAP CANAL	4.90	RR (2" PL, 2" TL) ARAC & ARFC	E	Maricopa
* 17	245.00	BLACK CANYON HILL-SB	4.50	Mill 3/4" + ARFC	P	Yavapai
* 17	298.96	JCT SR 179 - YAVAPAI COUNTY (SB)	12.74	RR (4"TL, 3"PL) + RR ARFC	F	Yavapai
* 40	195.60	JCT 1-17 - EAST FLAGSTAFF TI	5.40	RR 3.5" & ARFC	F	Coconino
* 40	330.40	MCCARROL TI-ORTEGA RD	11.80	Mill 2" FW & RR (4" TL & 3" PL) & 2" AC&ARFC	H	Apache
* 60	31.30	JCT I-10 - REIFIA CROSSING	10.40	Cold in place recycle & ARFC	Y	La Paz
60	49.56	HOPE - WENDEN	12.94	3" cold recycle + ARFC	P	La Paz
* 60	152.00	GRAND AVE (75TH - 58TH AVE)	2.90	RR 4" & ARFC	E	Maricopa
* 60	157.50	GRAND AVE (43RD AVE-27TH AVE)	3.22	RR 4" & ARFC	E	Maricopa
* 61	352.90	JCT US 60-E SECTION	9.10	1" Mill & 3" Cold Recycle & ARFC	G	Apache
* 70	378.40	DUNCAN-STATE LINE	6.85	RR 3" + ARFC	S	Greenlee
* 80	293.50	BENSON S-APACHE POWDER DR	4.50	Mill 1" & RR 3" AC & ARFC	S	Cochise
85	0.00	JCT B8 - COUNTY LINE	32.50	Chip Seal	Y	Maricopa
* 89	278.20	YARNELL - PEEPLES VALLEY YARD	5.20	Mill & ARFC	P	Yavapai
* 89	468.40	GRAY MOUNTAIN - INSPECTION STATION	2.50	3" AC & ARFC	F	Coconino
89	523.50	JCT 89A - NORTH	7.70	2" AC + ARFC	F	Coconino
* 93	49.00	MIDLINE-COTTONWOOD (NB)	16.00	RR 3" & ARFC	K	Mohave
* 93	58.40	SACRAMENTO WASH-COTTONWOOD (SB)	6.60	Spot 3" RR, ARFC	K	Mohave
* 160	311.46	JCT 89 - TUBA CITY	10.54	2" ARAC+ARFC	F	Coconino
* 160	389.50	KAYENTA-JCT IR 59	12.50	3" AC & ARFC	H	Navajo
* 191	328.00	STANDARD PARALLEL-WITCH WELL	16.60	3.5" Cold Recycle & ARFC	G	Apache
* 287	135.30	JCT 87 TO SR 79	7.50	3" AC & ARFC	T	Pinal
* 347	164.90	LOUIS JOHNSON RD TO AK-CHIN GOV CENTER	3.10	RR 3" + ACFC	T	Pinal
* 347	174.00	MARICOPA-COUNTY LINE	10.50	Spot RR 2" ARAC 2"ARAC & ARFC (25')	T	Pinal

## *Loan Repayments*

<i>ItemNo</i>	<i>Route</i>	<i>BMP</i>	<i>CO</i>	<i>TRACS</i>	<i>Location</i>	<i>Length</i>	<i>Type Of Work</i>	<i>D</i>	<i>Payment</i>	<i>Cost(\$000)</i>
10004	8	4	YU	H468101C	AVE 3E TI	0.1	Reconstruct TI (REPAYMENT)	Y	2004	\$9,900
36200	10	254	PM	H579901D	PRINCE ROAD - I-19, MAINLINE		Repayment of HELP Loan (Design)	T	2004	\$1,000
13605	10	340	CH	H545501D	FORT GRANT ROAD TI	1	Design (REPAYMENT)	S	2005	\$650
11006	40	202	CN	H510601D	EAST FLAGSTAFF TI	0.1	Design (City of Flagstaff repayment)	F	2006	\$1,000
29901	60	172	MA	H537001C	JCT I-10 - VAL VISTA	12	Widening improvements (Design Build) (REPAYMENT)	E	2005	\$96,850
15205	60	212	PN	H564201R	US 60 / SR 79 TI	0.5	Right of Way Acquisition (REPAYMENT)	G	2005	\$4,000
15504	95	144	LA	H511801D	PARKER TO LAKESIDE	3.8	Design roadway to 4 lane divided (REPAYMENT)	Y	2004	\$500
12106	260	216	YV	H386803C	COTTONWOOD - CAMP VERDE, SEGMENT 2	7	Camp Verde TI (REPAYMENT)	P	2006	\$5,000

## *Pavement Preservation Projects, Scoping Estimates Underway*

<i>Route</i>	<i>BMP</i>	<i>Location</i>	<i>Length</i>	<i>Type Of Work</i>	<i>District</i>	<i>County</i>
* 19	0.00	INTERNATIONAL BORDER TO JCT B-19	6.00	RR (4" TL, 2" PL) & 2" AC & 1/2" ARFC	T	Santa Cruz
* 19B	2.90	MARIPOSA RD TO JCT I-19	2.80	RR 3" + ARFC	T	Santa Cruz
* 40	342.20	QUERINO - HAWTHORNE	11.70	RR (5" TL & 4"PL) + 2" AC + ARFC	H	Apache
* 66	56.54	ANDY DEVINE TI	0.58	PCCP X-Road and Ramps	K	Mohave

*Estimated Program Total (\$000)*    **\$16,831**

## *Hoover Dam Bypass Project Financing and Delivery Summary (\$000)*

Programmatic Estimate	
Engineering	\$39,892
Utility Relocation	\$9,634
Construction	\$181,609
<b>Total</b>	<b>\$231,135</b>

Revenue Source	Fiscal Year	Apportionments	Obligated Construction	Obligated Design
TEA-21 High Priority Project Funding (Sec.1602)*	98-03	\$42,107	\$38,536	\$0
Public Lands Highway Grant	1999	\$4,000	\$0	\$4,000
National Corridor Planning Grant	1999	\$2,000	\$0	\$2,000
Public Lands Highway Grant	2000	\$6,000	\$0	\$6,000
Supplemental	2000	\$3,000	\$0	\$3,000
National Corridor Planning Grant	2000	\$2,000	\$0	\$2,000
DOT Appropriations Act	2001	\$19,956	\$19,956	\$0
Public Lands Highway Grant	2002	\$8,000	\$8,000	\$0
Public Lands Highway Grant	2003	\$5,913	\$0	\$0
Arizona State Funds	02-08	\$20,000	\$20,000	\$0
Nevada State Funds	02-08	\$20,000	\$20,000	\$0
Nevada Public Land Highway Grant	2003	\$4,967	\$0	\$0
<b>Summary Total</b>		<b>\$137,943</b>	<b>\$106,492</b>	<b>\$17,000</b>
<b>Remaining Need</b>		<b>\$93,192</b>	<b>Obligated Summary</b>	<b>\$123,492</b>
<b>Total</b>		<b>\$231,135</b>	<b>Total Unobligated Funds</b>	<b>\$14,451</b>

State match listed as line item

\*Includes RABA Funds